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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [ ]

## INFORMATION REPORT

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SUPPLEMENT TO  
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THIS IS UNEVALUATED INFORMATION

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ATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON  
IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

a. The Karow-Schoenerlinde-Basdorf-Wensickendorf-Schmachtenhagen-Sachsenhausen railroad line is in use. There were no indications of an intended dismantling of the line. A total of 20 freight trains daily operate on the line in both directions. The line does not handle passenger train traffic.<sup>1</sup>

b. A total of 10 passenger trains and 10 freight trains daily operate, in both directions, on the Oranienburg-Germendorf-Kremmen-Boernicke-Nauen railroad line.<sup>2</sup>

2. The Karow-Schoenerlinde-Basdorf-Wensickendorf-Schmachtenhagen-Sachsenhausen railroad line is still used by freight trains. Since the line utilizes a section of the so-called Heidebahn (between Wensickendorf and Basdorf) its carrying capacity is limited.<sup>1</sup>

3. In late March, [ ] the double tracking of the Grossbeeren-Jueterbog railroad line can be continued at an accelerated rate after the delivery of sizable quantities of rails from Czechoslovakia. The delivered rail sections which are 15 meters long are welded together to 30-meter sections prior to installation.<sup>3</sup>

4. In March test drillings were made in Lake Templin prior to the construction of a railroad bridge on the projected Wildpark-Michendorf railroad line. Since the subsoil of the lake proved too soft as far as a depth of 30 meters, a plan is being considered to build the line around the lake and not across the lake as originally planned.

5. In mid-March, [ ] the reconstruction of the second track on the Guesten-Sandersleben railroad line was completed. The section blocking system has also been re-established for double-track operations.<sup>5</sup>

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6. In late March, [ ] the Leipzig-Halle-Magdeburg railroad line was to be re-electricified.<sup>6</sup> The Halle-Magdeburg line was to be double-tracked.<sup>7</sup> The concrete foundations for the iron masts of the overhead line on the line are being removed by blasting. At the same time, work has been started on the reconstruction of the power distribution point in Koethen which will provide the power for the overhead line.<sup>6</sup>

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7. In late March, [ ] work on the construction of the permanent way of the Borchtitz-Glowe railroad line was started.<sup>8</sup>

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8. [ ] the following information on the status of important railroad projects [ ] of the Directorate General, Railroads, Berlin, [ ]

- a. The conversion into a check point of Schoenefeld railroad station on the southern section of the Berlin Outer Freight Ring will be completed by 15 May 1953.<sup>9</sup>
- b. The Ludwigsfelde-Trebbin section of the Jueterbog-Grossbeeren railroad line will be double-tracked by 15 May 1953.<sup>3</sup>
- c. The reconstruction of the 20-km stretch between Calau and Cottbus on the Falkenberg-Guben railroad line will be completed by 15 May 1953 if the missing 4 km of rails arrive on time.<sup>10</sup>
- d. A total of 11.5 km of trackage has been laid on the single-track Templin-Frenzlau railroad line which is being reconstructed. It appeared that the line will be completed by 15 August as scheduled.<sup>11</sup>

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9. On 13 April, [ ] the railroad check point at Schoenefeld railroad station will have to be completed by 15 May 1953. By the same date, the Saarmund railroad stop must have been converted into a railroad station. This requires the construction of a passing siding so passenger trains arriving from Potsdam can be directed to East Berlin via the southern section of the Berlin Railroad Ring without passing through West Berlin territory.<sup>9</sup>

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10. [ ] only the power supply facilities on lines to be re-electricified in Middle Germany can be reconstructed in 1953. The electrification proper cannot be started before 1954. A total of 180 electric locomotives have been given back by the U.S.S.R. This will make possible to withdraw 270 steam locomotives from the lines involved.<sup>6</sup>

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1. [ ] Comment. This information refers to the single-track northern section of the Berlin-Outer Freight Ring, which was completed in 1950. This line section lost its importance as a northern bypass around Berlin after the completion, in late 1952, of the double-track Nordring Berlin (Karow-Birkenwerder). The Karow-Sachsenhausen line section continues to be used for freight traffic.

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2. [REDACTED] Comment. This single-track line is still of importance as a north-western bypass around West Berlin. However, this function will be taken over by the Nordwestring Berlin (Birkenwerder-Brieselang), the construction of which was started in October 1952. It is believed that the Nordwestring Berlin will be completed in the fall of 1953.

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3. [REDACTED] Comment. Because of a shortage of rails and ties, only the Ludwigsfelde-Frebbin section of the line mentioned was to be double-tracked.

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4. [REDACTED] Comment. This information refers to the construction of a double-track line, which is to form part of the Westring Berlin.

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5. [REDACTED] Comment. Information on the double-tracking of this line was transmitted previously. [REDACTED]

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6. [REDACTED] Comment. Information on the planned re-electrification of lines in the Halle and Magdeburg railroad districts was transmitted previously. A special construction board, the Oberste Bauleitung fuer Elektrifizierung, is in charge of this project. [REDACTED] The report indicates that work on the re-electrification proper will hardly be started before 1954. The electric equipment dismantled by the Soviets in 1945 was bought back. In the meantime, 186 electric locomotives and the machinery of the former Muldenstein power station have been returned by the U.S.S.R.

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7. [REDACTED] Comment. So far it had only been planned to have the Schoenebeck-Calbe on the Saale River stretch of this line double tracked. See [REDACTED]

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8. [REDACTED] Comment. The information refers to the construction of a branch line on Ruegen Island. [REDACTED]

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9. [REDACTED] Comment. Information on the establishment of rail check points in the Berlin area was transmitted previously. [REDACTED]

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10. [REDACTED] Comment. [REDACTED]

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11. [REDACTED] Comment. Information on the reconstruction of this line was transmitted previously. For last report, [REDACTED] Previously, 31 August 1953 was mentioned as completion date for this line.

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